

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No. 2021/Stn. Dev.-I/08/18

New Delhi, dated: 04.05.2022

The General Managers,
All Zonal Railways.

Vice Chairman,
Rail Land Development Authority,
DMRC Building, Ajmeri Gate,
New Delhi.

Sub: Comprehensive instructions for umbrella work of Major Upgradation of Railway Stations on Indian Railways.

It has been Ministry of Railways' endeavour to develop/upgrade/modernize railway stations to provide enhanced and modern facilities to the passengers. Various developmental schemes viz. Model, Modern, Adarsh Station and Umbrella work Schemes have been launched over a period of time. These schemes were small and scattered in nature which, generally, did not involve major architectural planning to improve the overall aesthetic look of the stations.

2. Consequently, Railway Board reviewed the progress of ongoing works related to Upgradation/Modernization/Beautification of Railway station buildings under various schemes/umbrella. As a parallel measure, it has been decided to introduce a **new scheme for Major Upgradation of Railway Stations**. The modalities of scheme including identification/selection of stations, broad objectives, scope of work are as under:

I. Modality of scheme:

Under this scheme, priority will be given to those works which improve the ease of movement of passengers, their convenience and integration of station with surrounding areas. The development of identified/selected stations will be taken up in phased manner over coming years. The scheme will be implemented through Umbrella works sanctioned from time to time.

Criteria for Identification/selection of Stations under the scheme:

- a. NSG-1, NSG-2, NSG-3 category of stations;
- b. Other stations of tourist and pilgrimage importance;
- c. Divisional and Zonal headquarter stations;
- d. Any other stations with local significance identified with the approval of Railway Board.

Identification of Railway Stations should be done on priority based on above criteria. Spatial distribution over States should also be considered while identifying Stations for development.

II. Broad objectives:

- a. The new scheme aims at Upgraded stations functioning not just as a place where people come to board the train, but also as a City Centre where various other

business activities such as shopping, leisure, meetings, stay etc can also be performed.

- b. Seamless multi-modal connectivity and strengthening of access roads around the stations to enable station function as city centre, act as a driver of local economy and facilitate towards Transit Oriented Development.

III. Scope of Work:

To meet the above objectives, following broad scope of work is envisaged:

- a. Rebuilding/ improvement/ augmentation of station building to provide an iconic structure with modern state-of-the-art facilities and futuristic design with a 40-60 year horizon.
- b. Integration with both sides of the city (station buildings on both sides of railway lines) as far as possible along with segregation of Arrival and Departure. Inclusion of large spaces accessible to general public and commercial spaces. Upgradation of connectivity to the stations for smooth traffic flow in coordination with the state government/ local bodies for widening, strengthening or creating new roads, pedestrian paths, cycle paths, skywalks and bridges etc. to improve accessibility and modal integration.
- c. Inside the station, passengers shall be provided comfortable minimal queuing, movements, waiting and availing facilities like ticketing, tapped potable drinking water, toilets and retail etc. Flexible access control provisions. The spaces inside the station and traffic circulation/parking facilities shall be well designed and must cater to the current and future projected traffic. For this purpose, modularity of construction shall be ensured such that facilities can be further upgraded in future, if required. Full length covered platforms shall also be provided for the convenience of the passengers as per the design of the station.
- d. Booking/Reservation Offices should preferably be housed inside the main station building. In case, due to design limitation, they are placed in a separate building, covered pathway in sync with the overall design of the station be provided.
- e. Roof plaza/concourse shall be provided wherever possible, such that the passengers and other users can wait comfortably and enjoy superior and well-designed amenities for passengers like lounges, recreation areas, waiting areas, seating arrangement, shopping areas, restaurants/cafeterias, tapped potable drinking water points, restrooms, acoustically designed and soothing public announcement system, Wifi, ATMs, Tourist facilitation counters, medical facilities, charging points, Help-booths etc. Concourses shall be in multiples of 36/72/108 m as far as possible. Departure and arrival passengers shall be segregated to the extent possible except at the platforms. As far as possible, Foot Over Bridge (FOBs) shall be used to supplement the concourses to segregate arrival/departures.
- f. Aesthetically appealing solutions for platform surfaces, covers, furniture, OHE masts, through roofs as per need of the architectural scheme etc. shall be provided. Elements of local art and culture shall be included in the station's interiors.
- g. The upgraded station complex must focus on user-experience. Solutions must be implemented for good illumination, combination of lift/escalators/travelators for a comfortable movement, logical way finding, signages, acoustics, vibration control, coverage of entire area by CCTV cameras, and emergency evacuation in case of fire/other incidences etc. The complete upgraded station complex shall be Divyang friendly.
- h. Upgraded railway stations shall have elements of sustainability including but not limited to efficient energy/water conservation, superior waste management and shall




as far as possible be driven through technologies like Supervisory Control and Data Acquisition (SCADA), Building Management System (BMS) etc.

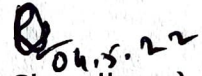
- i. Well planned drop-off/pick up for passengers. Pre-defined places for Cabs/Aggregators, public transportation etc. Parkings at Station shall have charging points, preferably with fast charge facility, for Electric Vehicles for two, three and four wheelers, for public as well as private vehicles.
- j. Development of Parcel area with connecting well-lit pathway for cart plying.
- k. Station shall endeavour to optimally utilize the solar energy potential of the location.
- l. Special focus may be given on improving tree cover of the station area.

3. Scale of amenities and facilities to be provided shall be finalized based on the broad guiding principles given above and stakeholder consultations. Further, for improvement beyond railway area, consultations shall be held with local bodies, Urban Transportation (Metro), other similar bodies and a comprehensive plan shall be prepared. The present Scheme shall also evolve with future instructions issued by Railway Board from time to time.

4. The scheme will be independent of station redevelopment projects being executed through leveraging of commercial potential of land and airspace at and around stations.

5. This issues in consultation with the Traffic Commercial Dte. and with concurrence of Finance Dte. of Ministry of Railways.


(Neeraj Sharma)
Executive Director(Passenger Mktg.)
Railway Board


(Rakesh Choudhary)
(Executive Director(SD & Trans.)
Railway Board

No. 2021/Stn. Dev.-I/08/18

New Delhi, dated: 04.05.2022

Copy forwarded for information and necessary action to:

1. The PFAs all Indian Railways.
2. The Principal Directors of Audit, all Indian Railways.
3. Dy. Comptroller and Auditor General of India (Railways), Room No.224, Rail Bhavan, New Delhi.


for Member Finance, Railway Board

Copy to:-

1. PCEs, CCMs, CEEs & CSTEs, all zonal railways.
2. EDPM, EDF(X)-II, EDF(B), ED/Tele, ED/Signal, ED/EEM, DF(X), DTC(G), DDF(B), DDF(X)-II, F(X)-II, TG-IV, Tele, Signal, Electrical(G) and Budget Branches Railway Board.
